PHOTOGRAPHIC INTERPRETATION REPORT



SOUTHEAST ASIA ACTIVITY REPORT

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SELECTED TRANSPORTATION
AND INFILTRATION
COMPENDIUM
1-7 SEPTEMBER 1966

Declass Review By NIMA/DOD

NPIC/R-310/66 SEPTEMBER 1966

SUMMARY NO 19

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PREFACE

This report is a summary of selected information on transportation and infiltration activity in Southeast Asia, primarily the Laotian Panhandle, as reported by NPIC during the period indicated on the cover. For a comprehensive study of road development in this area prior to 1 April 1966 see NPIC R-110/66, Communist Road Net Development in the Laotian Panhandle (CONFIDENTIAL/

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC, unless otherwise indicated.

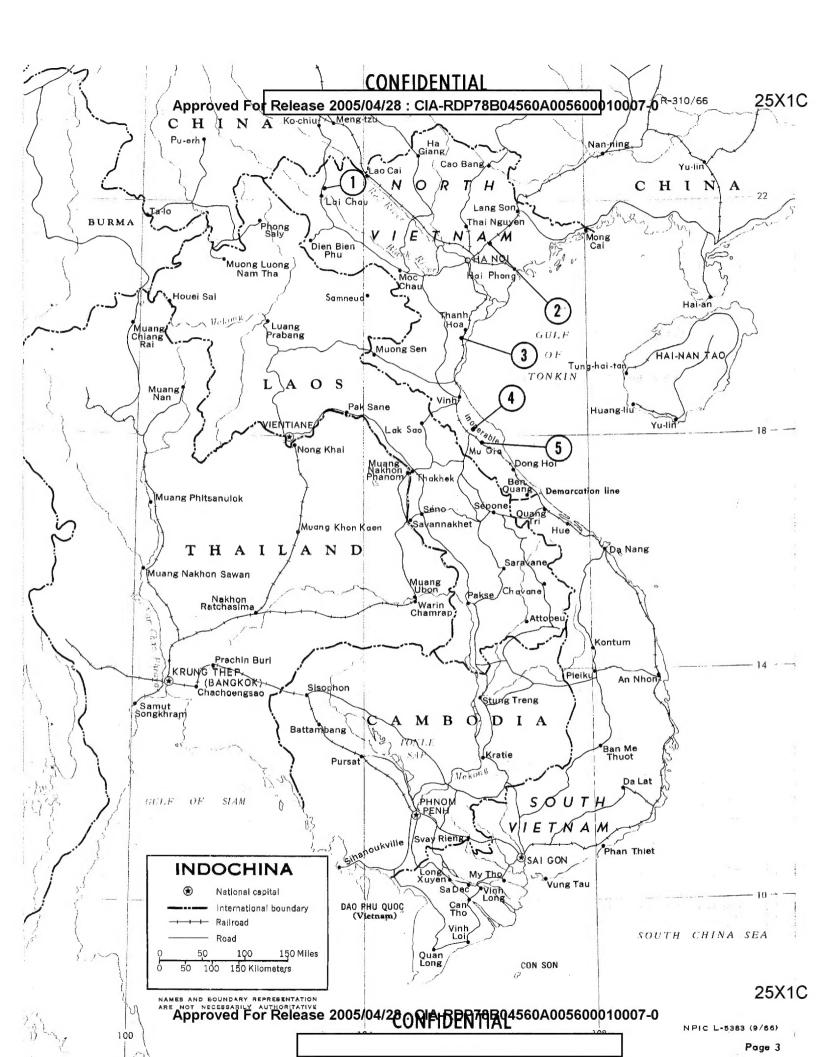
Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate. 25X1C

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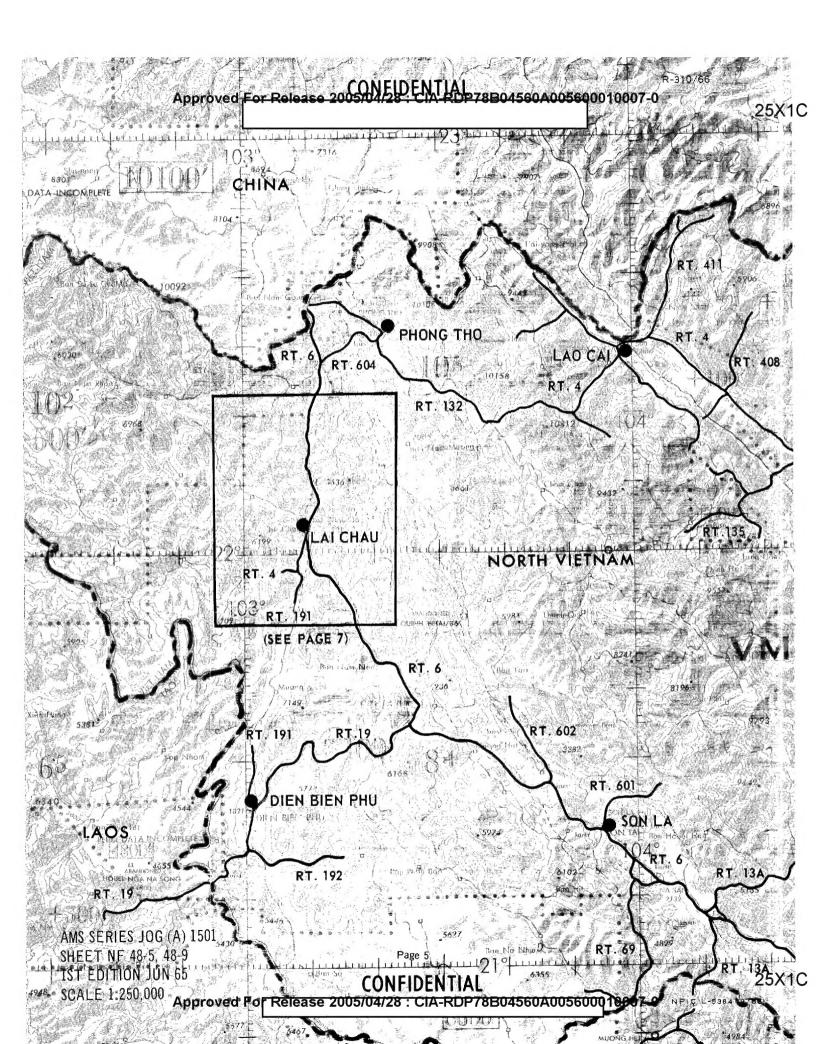
1. Extensive Storage Facilities, Route 6, North Vietnam

A major transition from road construction camps to dispersed, concealed storage facilities has been observed in the Lai Chau area of North Vietnam. Twenty facilities, predominantly storage, have been identified on Route 6 between Lai Chau and the China border and south of Lai Chau on Routes 4, 6, and 191 (Figures 1 - 20). An estimated total of 500 buildings have been dismantled in 15 road construction camps from 22-05N 103-10E to 22-28N 103-12E (e.g. Figures 21, 22, and 25) and in large residential and storage areas in Lai Chau (Figure 23).

The road network between Lai Chau and China is generally complete and serviceable, although bridges are under construction at minor stream crossings which now utilize fords and temporary bridges (Figures 4 and 24). A ferry crossing over the Nam Na (river) is located on Route 6 immediately north of its junction with Route 604 (Figure 25). A five-span highway bridge has been constructed 1 nm southwest of Phong Tho on Route 132 (Figure 26), indicating that Route 604 has apparently been developed as the major link with China, via Phong Tho and Route 132.

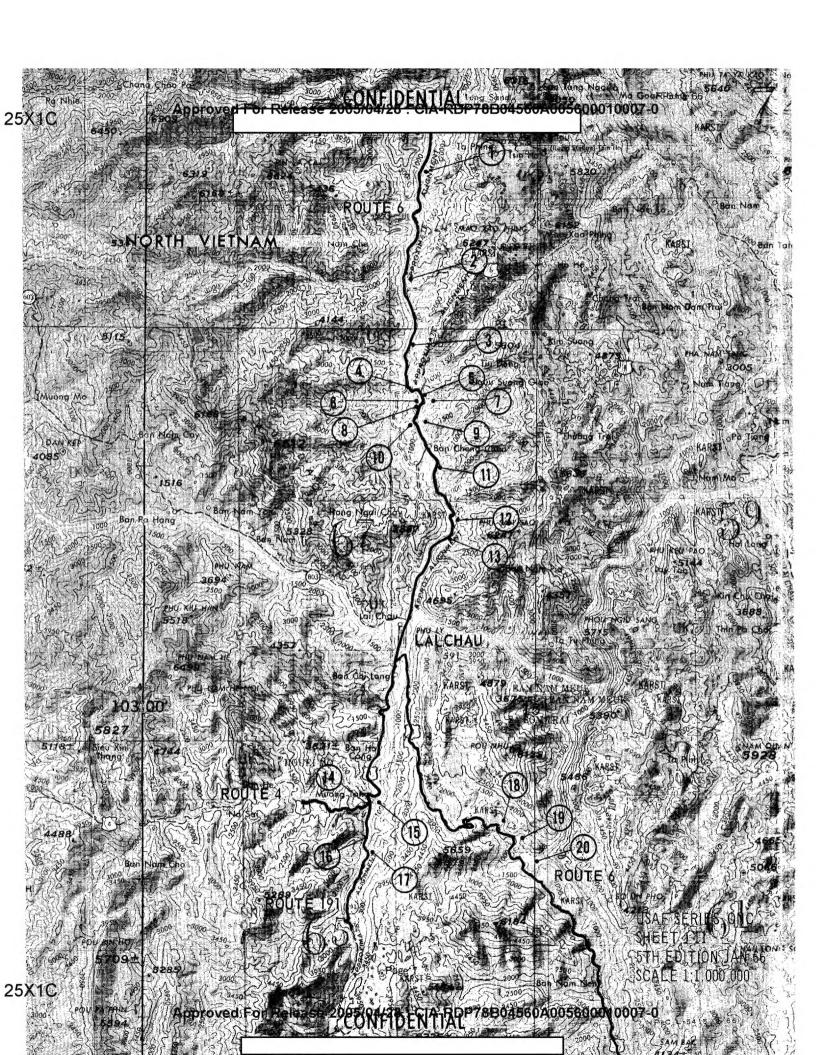
Eighteen of the newly identified facilities are probably used as storage areas, and a large truck park and a probable vehicle refueling facility have also been identified. The facilities consist of from four to 24 partially concealed buildings dispersed along a service road extending from Route 6 along a heavily wooded ravine. Several facilities contain vehicle parking slots; heavy vehicular tracking is observed at others. A telecommunication line trace which parallels Route 6 extends through the majority of the facilities. No defenses are evident at any of the sites. A brief description and photograph of each facility are as follows:

- Figure 1. A probable storage area containing at least 10 buildings is located east of Route 6 at 22-20N 103-10E (UTM UK122718).
- Figure 2. A probable storage area containing 24 buildings is located at 22-17N 103-10E (UTM UK112647). A service road extends east from Route 6 and follows a small stream into the area.
- Figure 3. Two probable storage areas containing a total of 13 buildings are located at 22-14N 103-10E (UTM UK114604) and are each connected to Route 6 by a short service road.
 - Figure 4. A probable storage area containing at least four buildings is



located immediately southeast of Route 6 at 22-11N 103-10E (UTM UK115573). Road construction continues on the opposite bank of the Nam Cay (river) and a partially dismantled construction camp is located nearby.

- Figure 5. A probable storage area containing at least five buildings is located adjacent to Route 6 at 22-11N 103-10E (UTM UK119569).
- Figure 6. A probable storage area containing at least four buildings is located northeast of Route 6 at 22-11N 103-10E (UTM UK117564). A possible storage cave is immediately south and heavy vehicular tracking is observed in the area.
- Figure 7. A probable vehicle refueling facility containing four buildings at the head of a loop road is located east of Route 6 at 22-11N 103-10E (UTM UK125566). A service road extends from Route 6 to the facility and a probable support area immediately east of this junction contains six buildings.
- Figure 8. A probable storage area is located at 22-11N 103-10E (UTM UK117558). A heavily used service road extends northeast from Route 6 to a possible storage cave. Two spur roads extend to two additional possible storage caves and a third spur road extends to a probable support area containing at least four buildings. Five trucks are on Route 6 adjacent to the storage area and one truck is parked on a spur road.
- Figure 9. A probable storage area is located north of Route 6 at 22-11N 103-11E (UTM UK123552) and contains five possible storage caves and at least eight buildings dispersed along a service road.
- Figure 10. A probable storage area is located east of Route 6 at 22-11N 103-10E (UTM UK114551) and contains nine buildings and four possible storage caves dispersed along a service road.
- Figure 11. A probable storage area is located northeast of Route 6 at 22-10N 103-12E (UTM UK132517) and contains three possible storage caves and at least four buildings dispersed along a service road. The site of a dismantled construction camp is located west of Route 6, opposite the entrance to the storage area.
- Figure 12. A probable storage area is located east of Route 6 at 22-08N 103-12E (UTM UK143486) and contains four possible storage caves and at least four buildings dispersed along a service road.
 - Figure 13. Two adjacent probable storage areas containing a total of



10 buildings are located south of Route 6 at 22-07N 103-12E (UTM UK137472).

Figure 14. A probable storage area at 21-58N 103-09E (UTM UK084295) contains 18 buildings dispersed along a service road connecting the area with the junction of Routes 4 and 191. Heavy vehicular tracking is observed throughout the area.

Figure 15. A probable storage area and truck park adjacent to Route 4 at 21-58N 103-09E (UTM UK096298) contains 20 buildings and at least three vehicle parking slots dispersed along a service road.

Figure 16. A probable storage area adjacent to Route 191 at 21-56N 103-08E (UTM UKO82274) contains at least 11 buildings dispersed along two service roads. At least two vehicle parking slots are located along one service road and two trucks are in the area.

Figure 17. A truck park containing at least seven vehicle parking slots (partially cloud covered in photo) is adjacent to Route 191 at 21-56N 103-08E (UTM UK085267). Three trucks are observed in parking slots and one is fording a stream to the west. Several service roads connect nine dispersed buildings to Route 191.

Figure 18. A probable storage area is located northeast of Route 6 at 21-56N 103-15E (UTM UK174283) and contains five possible storage caves and at least 13 buildings dispersed along a service road with two spur roads.

Figure 19. A probable storage area adjacent to Route 6 at 21-55N 103-14E (UTM UK184274) contains at least four buildings and a vehicle turnaround.

Figure 20. A probable storage area is located east of Route 6 at 21-56N 103-15E (UTM UK195258) and contains at least 14 buildings dispersed along two service roads.

NPIC Cable Cite 8325, DTG 312234Z, Aug 66 NPIC Briefing Boards L-1778,L-1779,L-1780



FIGURE 1. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

PIC L-5386 (9/66)

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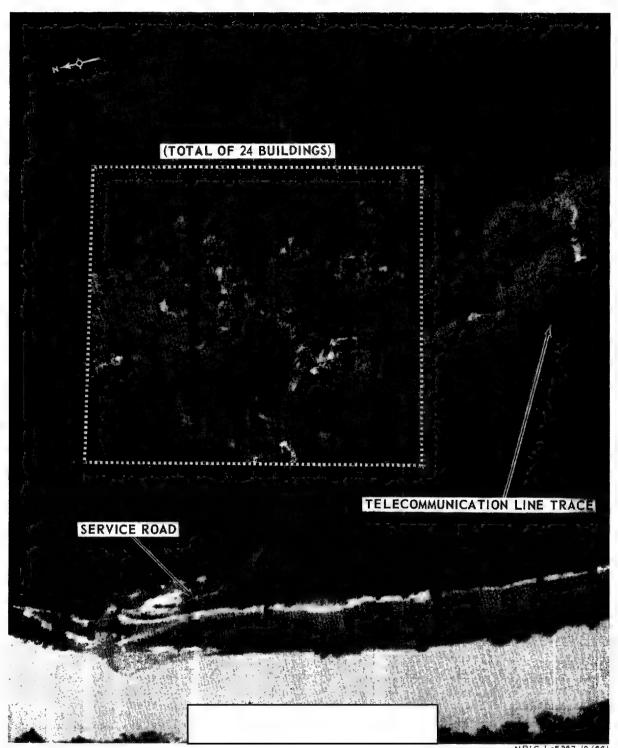
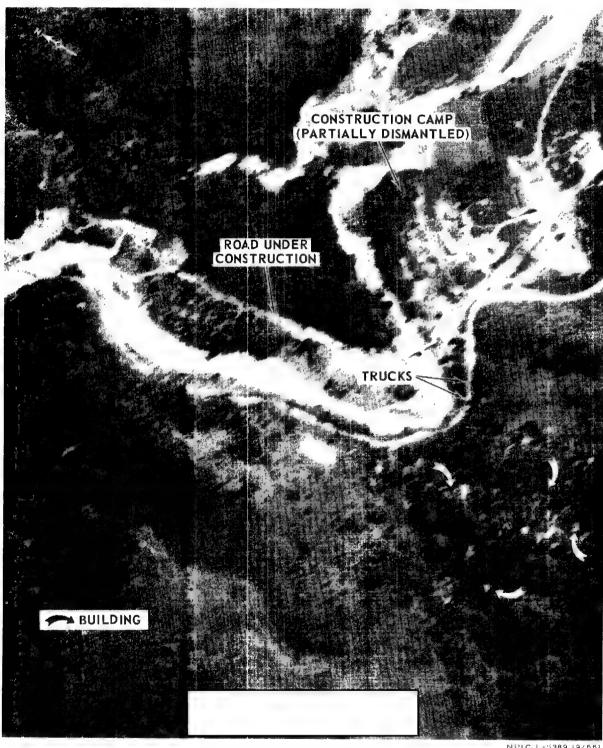


FIGURE 2. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

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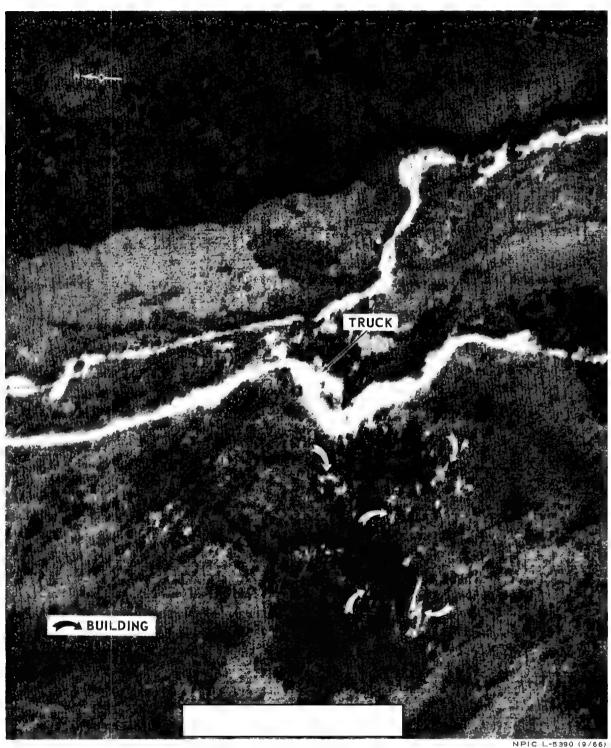


FIGURE 3. PROBABLE STORAGE AREAS, ROUTE 6, NORTH VIETNAM



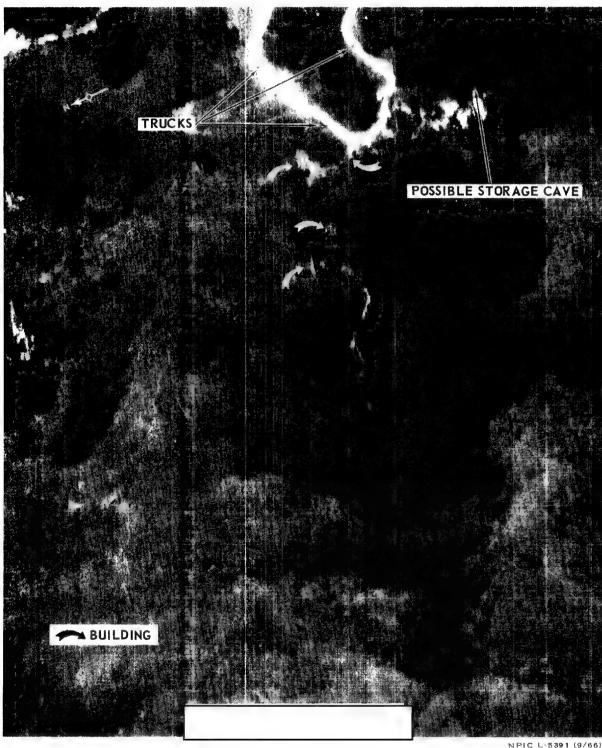
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FIGURE 4. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM



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FIGURE 5. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM



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FIGURE 6. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

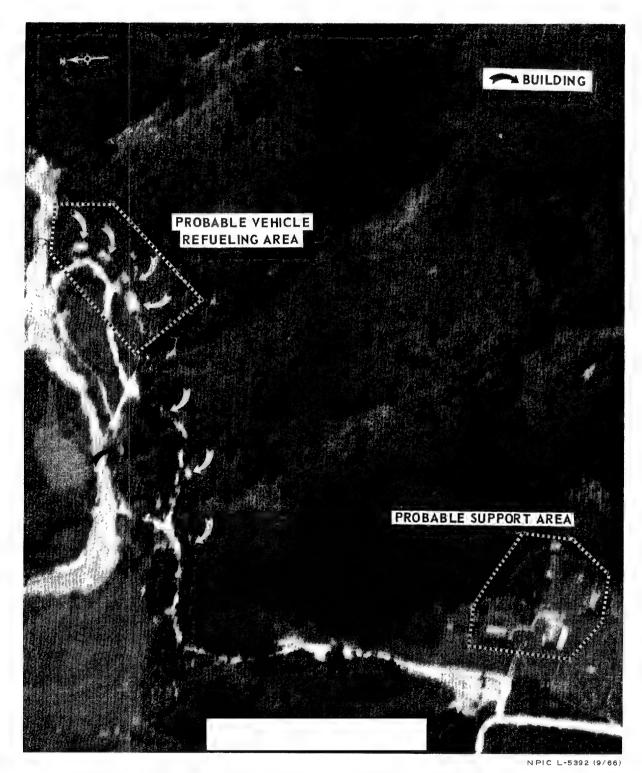


FIGURE 7. PROBABLE VEHICLE REFUELING FACILITY, ROUTE 6, NORTH VIETNAM



FIGURE 8. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

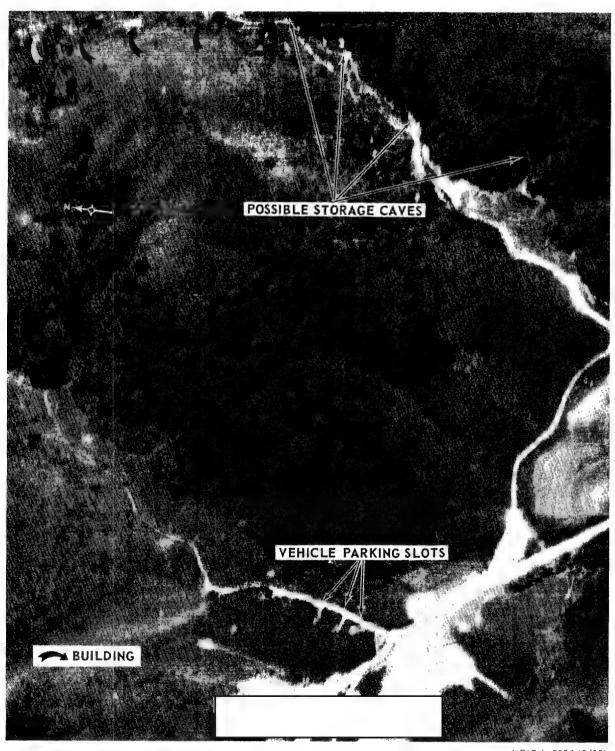


FIGURE 9. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

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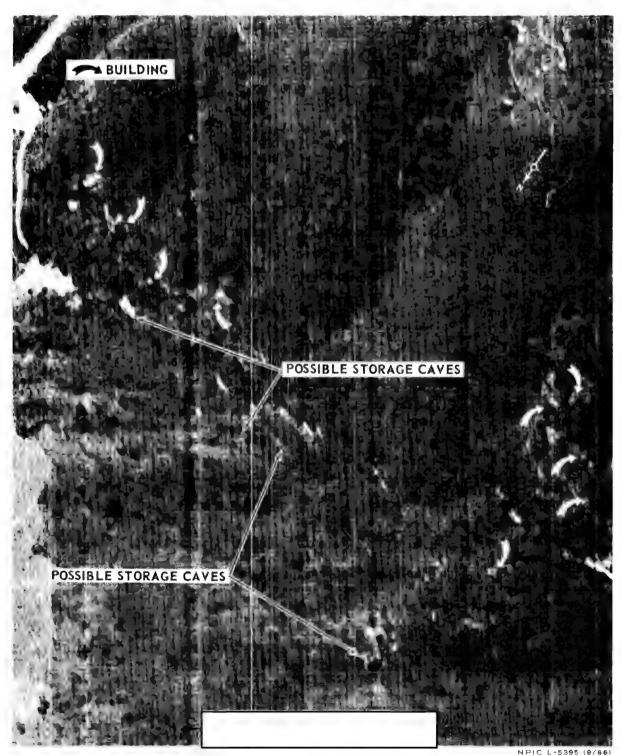


FIGURE 10. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

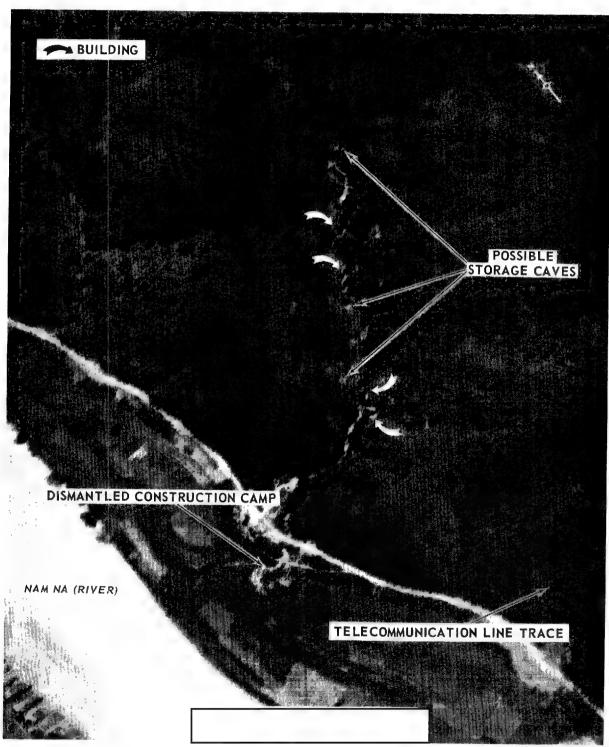
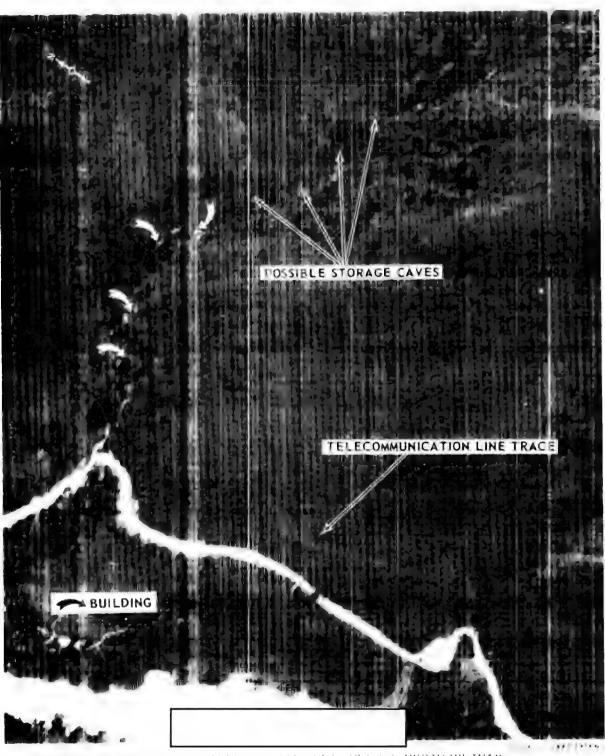


FIGURE 11. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

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THURE 12. PT BABLE HORAGE GREA, GOURT 6, NORTH VIETNAM

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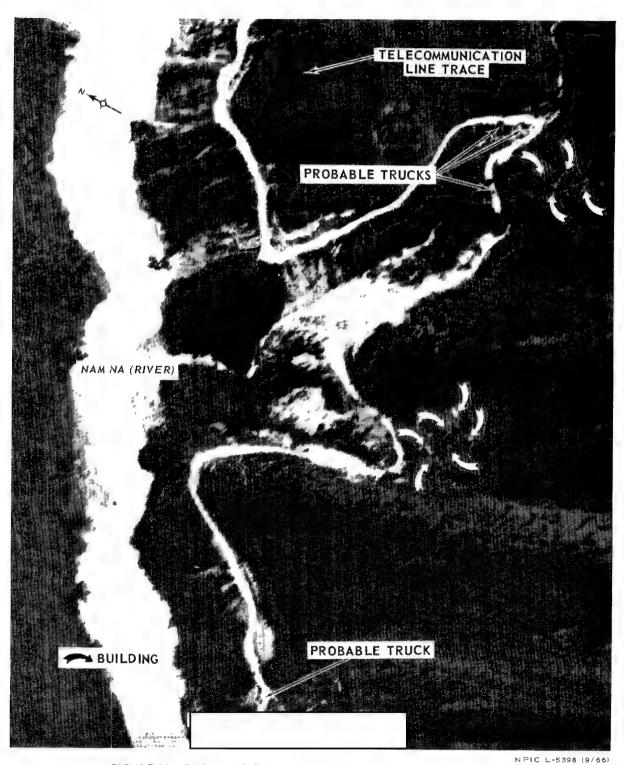


FIGURE 13. PROBABLE STORAGE AREAS, ROUTE 6, NORTH VIETNAM

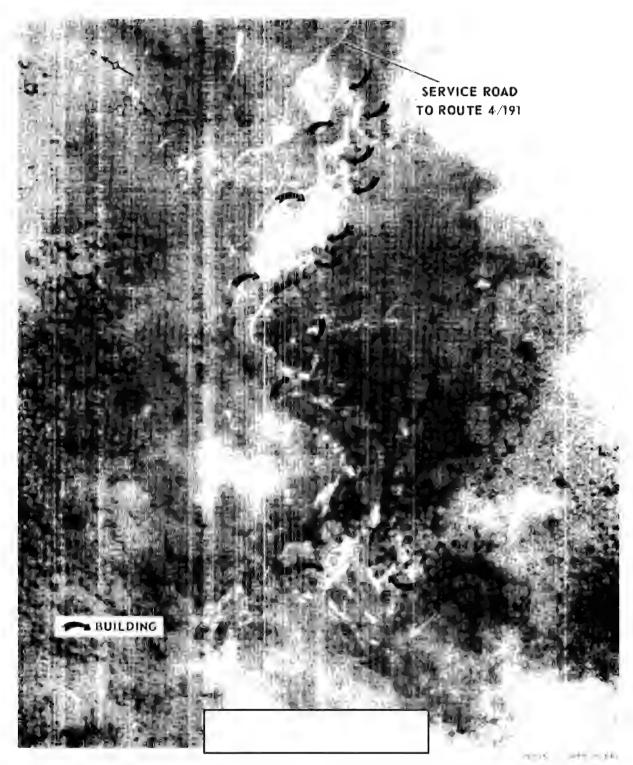


FIGURE 11 PROBABLE STC AGE AREA, JUNCTION OF ROLLES 4 AND 191, NORTH VIETNAM

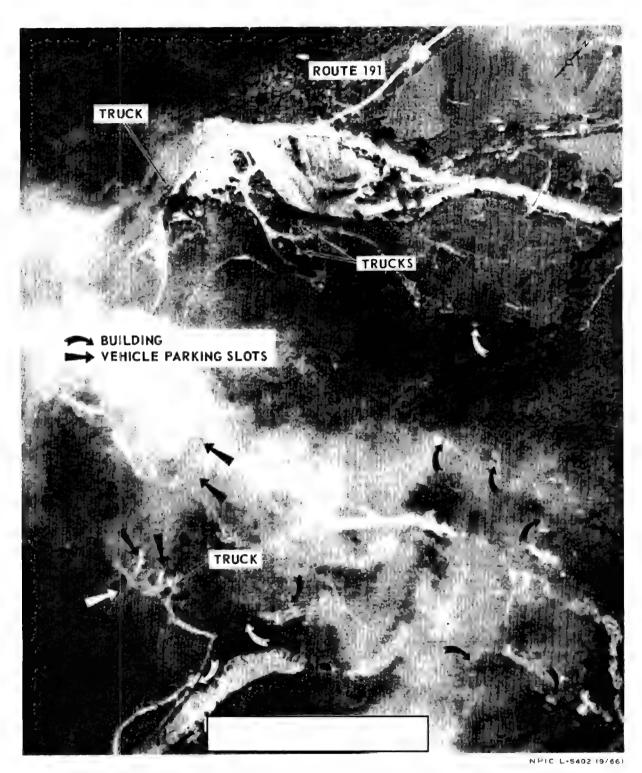


FIGURE 15. TRUCK PARK AND PROBABLE STORAGE AREA, ROUTE 4, NORTH VIETNAM

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FIGURE 16. PR BABLE STORAGE AREA, FOUT. 191, NORTH VIETNAM



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FIGURE 17. TRUCK PARK AND PROBABLE STORAGE AREA, ROUTE 191, NORTH VIETNAM

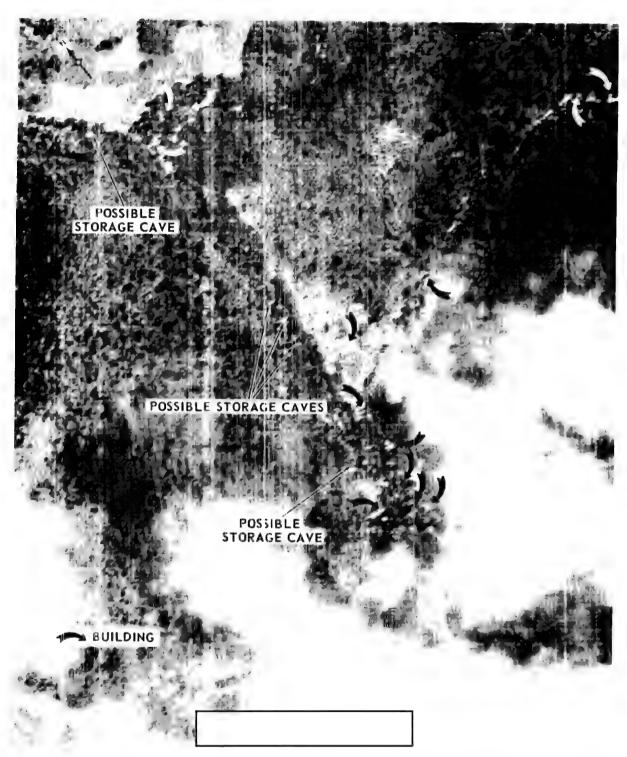


FIGURE 18. OR BABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

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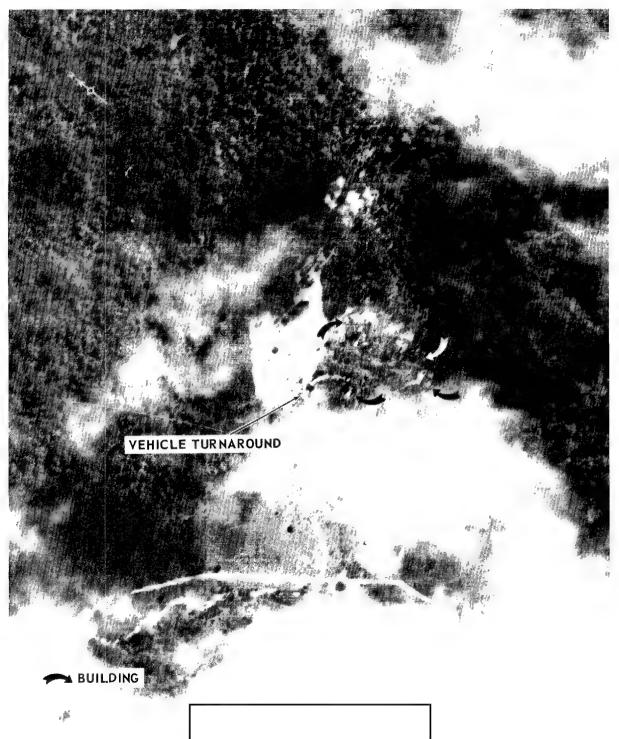


FIGURE 19. PROBABLE STORAGE AREA, ROUTE 6, NORTH VIETNAM

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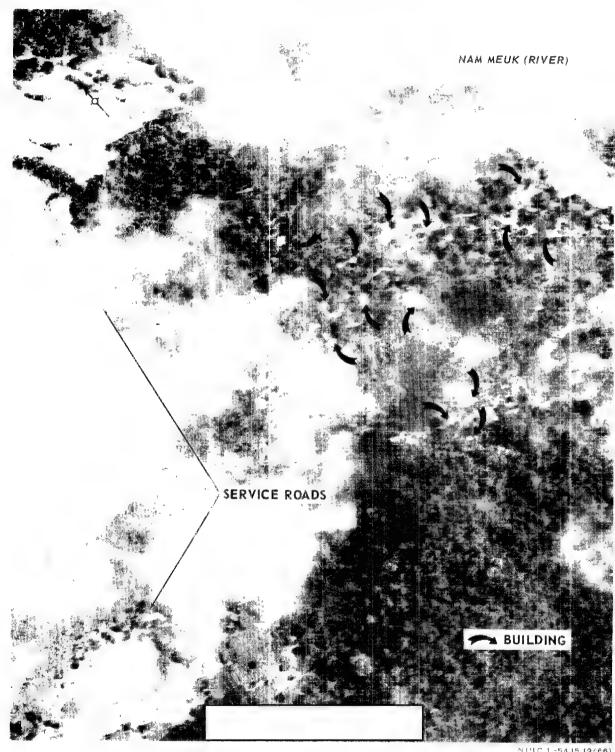


FIGURE 20. PROHABLE STORAGE AFFA, ROUTE 6, NORTH VIETNAM

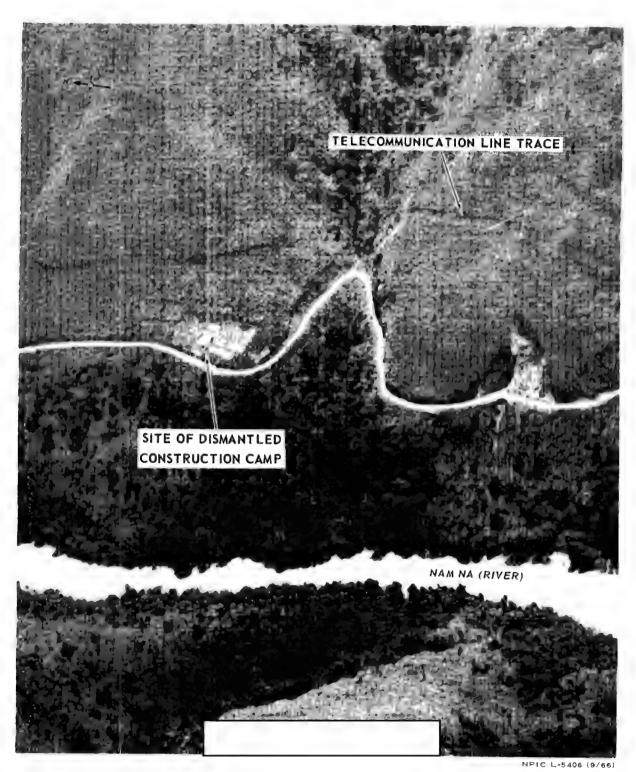
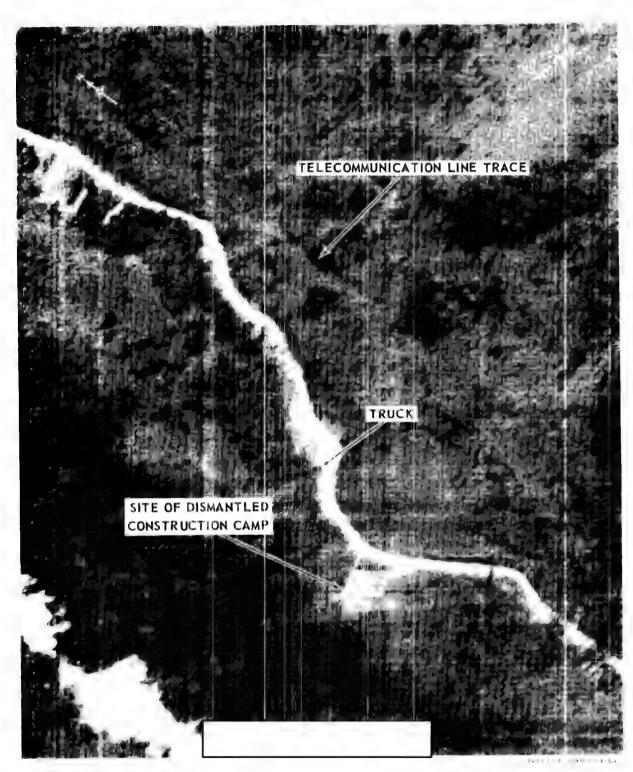


FIGURE 21. DISMANTLED CONSTRUCTION CAMP (22-22N 103-11E) ROUTE 6, NORTH VIETNAM

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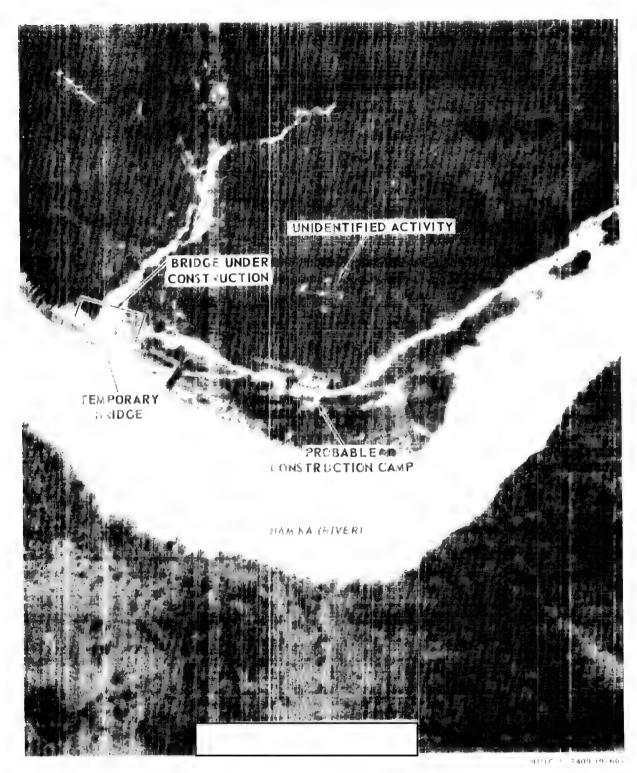


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FIGURE 2 - DISMANTLEE CONSTRUCTION CAME (22-23% IG. 12F), ROUTE 6, NORTH VIETNAM



FIGURE 23. DISMANTLED RESIDENTIAL AND STORAGE AREAS, LAI CHAU, NORTH VIETNAM



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PICHE 22. BRIDGE UNI RICON FROM FOR HOW 27 05 . 10. REL, ROUTE 6, MORTH VIETNAM

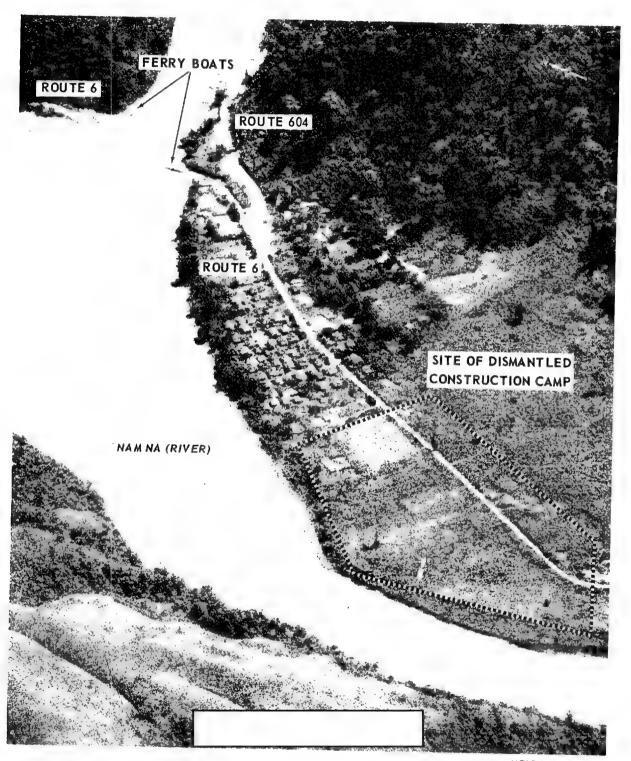
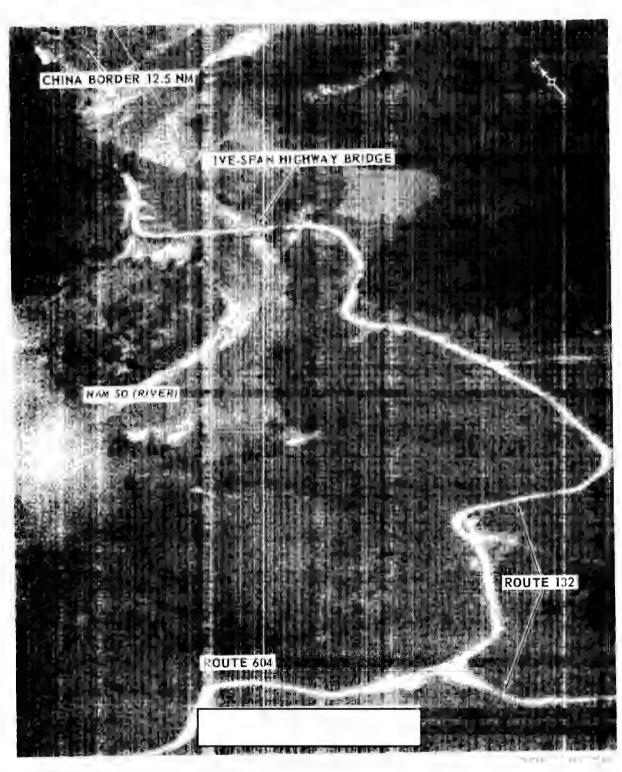


FIGURE 25. FERRY CROSSING AND DISMANTLED CONSTRUCTION CAMP (22-28N 103-12E), ROUTE 6, NORTH VIETNAM



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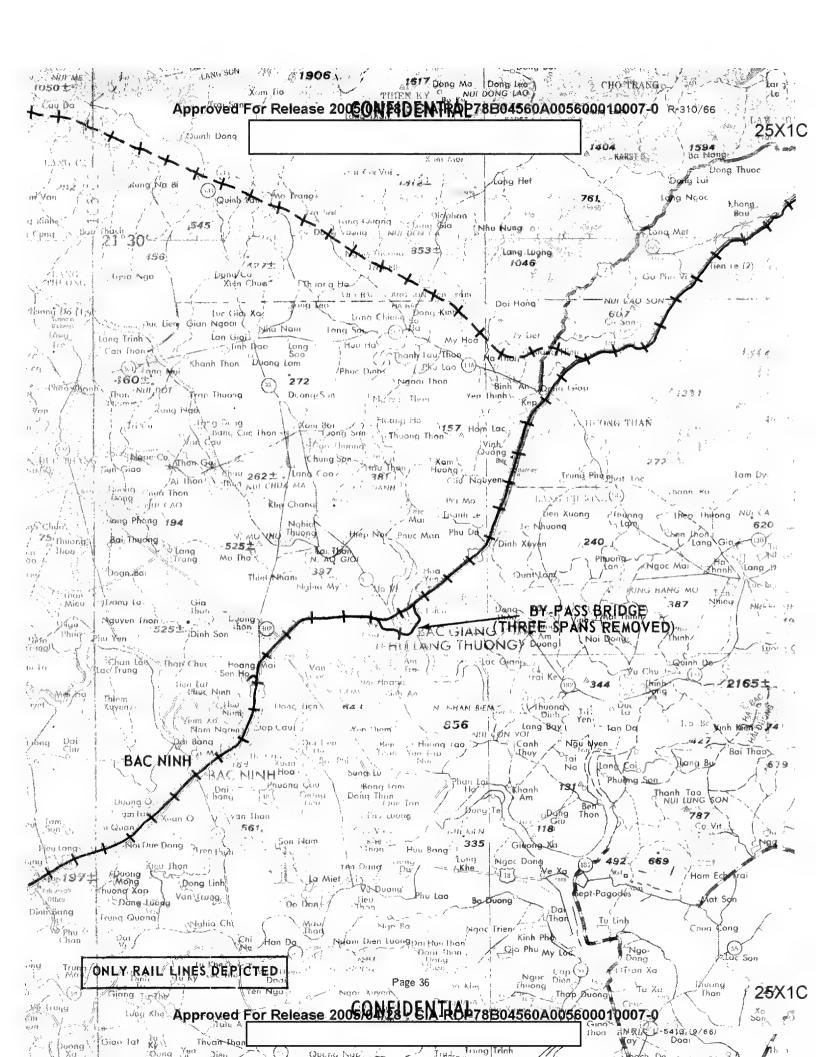
LIGURE 26. COMPLETED TOHWAY PRIDGE (LISTIN 1)3-2 I, ROUTE 132, NORTH VIETNAM

2. Bac Giang Railroad By-pass Bridge, Ha Noi/Ping-hsiang Rail Line, North Vietnam

The three center spans have been removed at the Bac Giang railroad by-pass bridge at 21-15N 106-17E (UTM XJ248518) on the Ha Noi/Ping-hsiang Rail Line (Figure 27). The bridge was apparently complete on ______ with all eight spans in place. Two probable half-through truss bridge sections are observed at UTM XJ228526, 700 yards west of the serviceable Bac Giang Railroad Bridge over the Song Thuong ______ Similar bridge sections were previously observed in the Bac Giang Railroad Yard at UTM XJ242532 (Figure 28). The by-pass bridge will probably remain in this dormant state until there is a change in the serviceability of the main bridge. It is not only effective deception, but renders the bridge less vulnerable in the event of air strikes in the area. This procedure was followed at Cao Nung, where the spans of the by-pass bridge were removed when the main bridge was completely reconstructed, and then replaced when the main bridge was again damaged.

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NPIC Cable Cite 8338, DIG 012244Z, Sep 60



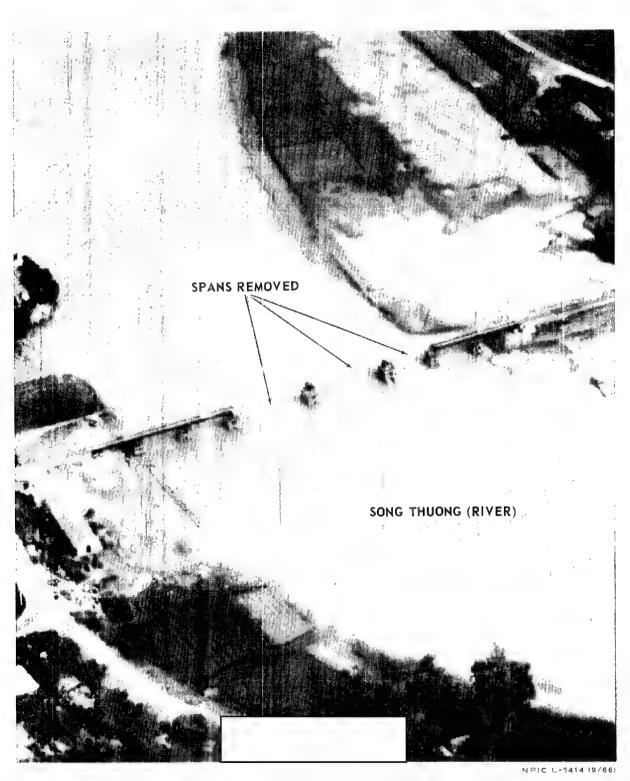


FIGURE 27. BAC GIANG RAILROAD BY-PASS BRIDGE, HA NOI/PING-HSIANG RAIL LINE, NORTH VIETNAM

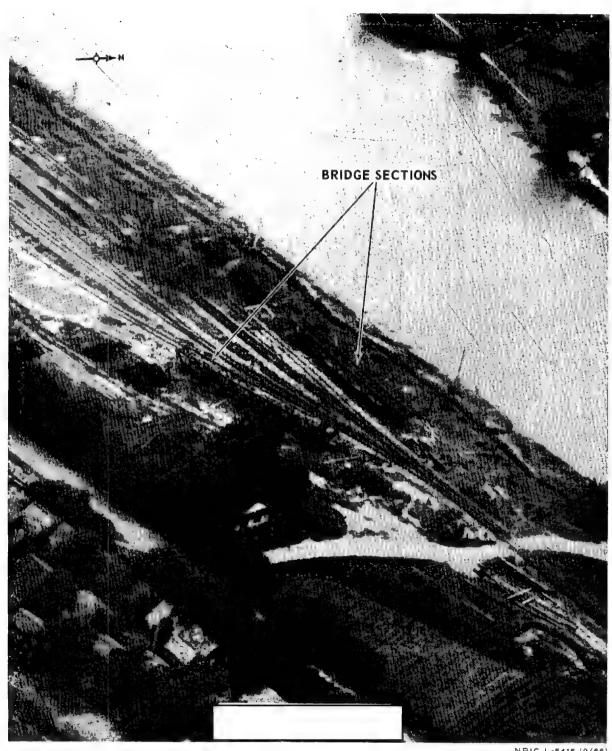
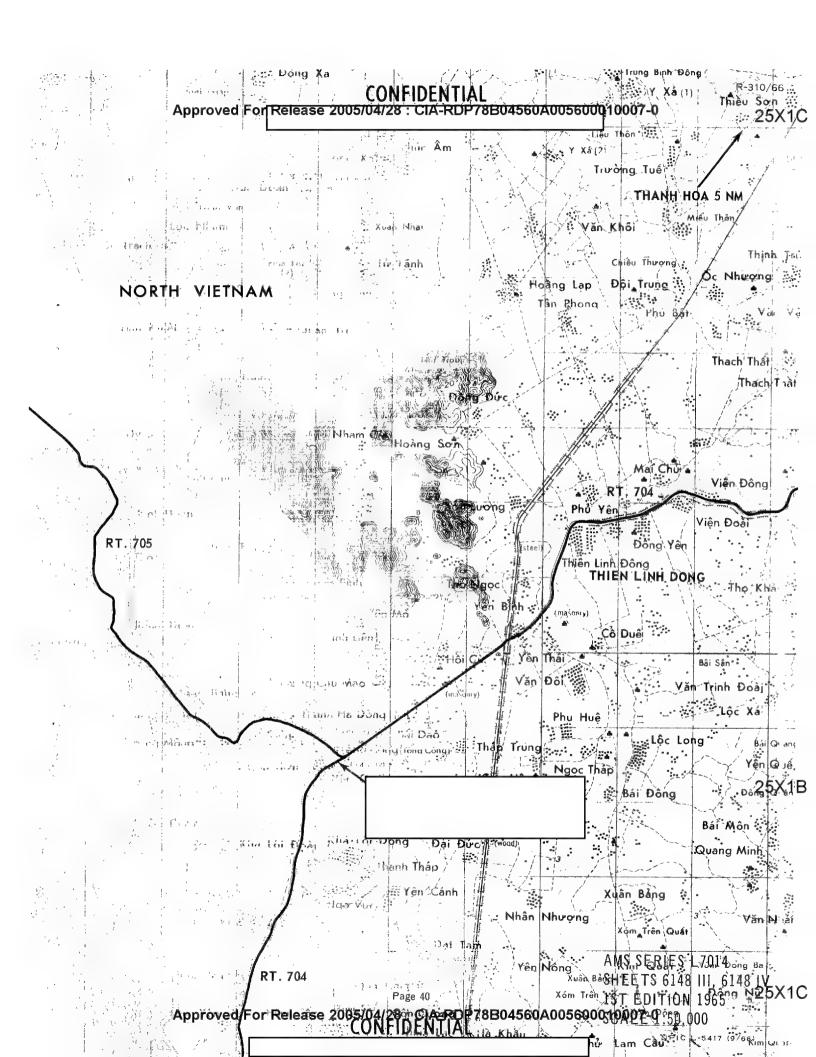


FIGURE 28. PROBABLE HALF-THROUGH TRUSS BRIDGE SECTIONS, BAC GIANG RAIL YARD, NORTH VIETNAM

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4. Probable Military/Road Maintenance Camps, Route 151, North Vietnam

Nine probable military/road maintenance camps with a total of 41 identified buildings are observed on Route 151 from 18-06N 105-51E to 18-11N 105-51E. The camps are generally located a few hundred feet from the road in heavily wooded areas, connected to the road by well used trails or roads. Camps are at UTM WF908014, WF917034, WF912041, WF900062, WF909081, WF909088, WF912091, WF908105, and WF909121. Track activity and probable trenching are observed at the camp at UTM WF908105, and vegetation has been placed in open areas in a camouflage attempt.

NPIC Cable Cite 8324, DTG 312230Z, Aug 66

5. Possible Railroad Cable Bridge, Vinh/Dong Hoi Rail Line, North Vietnam

A possible railroad cable bridge is under construction on the Vinh/Dong Hoi Rail Line 0.7 nm southeast of the destroyed Thuong Phong Tran Railroad Bridge over the Rao Nay at 17-54N 106-00E (UTM XE075798). The approaches are in the initial stage of construction, extending from the river banks rather than from the main line. T-shaped cable anchorages are on both river banks and at least one taut cable is in place, indicating either a construction tramway or the initial construction of a railroad cable bridge. A railroad cable bridge is in the late stage of construction 0.6 nm west on the Vinh/Dong Hoi Rail Line.

NPIC Cable Cite 8383, DTG 072006Z, Sep 66

